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The first ninety pages of the book are occupied with a historical introduction in which the history of the church is brought down to 1832. In the preparation of this Mr. Sweet has had the advantage of the large collection of material in De Pauw university library including a complete file of the *Western Christian Advocate*. The history of the pioneer Methodist church in Indiana is the story of a valiant struggle. Preparing its history has been a labor of love for Mr. Sweet. He has done it well.

LOGAN ESAREY

*German settlers and German settlements in Indiana.* A memorial for the state centennial, 1916. By Dr. William A. Fritsch. (Evansville, Indiana: W. A. Fritsch, 1915. 62 p. \$.50)

"One half the population of the State," the author believes, "are German or of German descent," and it is because he feels "that they have not received due credit for their share in the development of the state" that he undertakes this study.

From the very beginning when the French came from Canada into what is now Indiana, there were among them men with German names (evidently Germans from Alsace-Lorraine), and when George Rogers Clark took possession of this region for the United States, a German-American Captain Helm, was appointed commander of Vincennes. During the entire territorial period there were Germans who took part in public affairs, and when the state constitution was framed in 1816, a prominent member of the convention was Frederick Rapp, leader of the German communistic settlement at New Harmony. This colony later moved to Pennsylvania but still there remained a large German element in the state as is shown by the number of Indiana newspapers published in German and by the companies in the civil war which were composed almost entirely of Germans from that state.

The part the Germans have played since the civil war in politics, industry, and the professions is shown by reference to individuals. In this way the author has avoided the extravagant claims some others have made for the importance of the Germans. The biographical part of the study is neither as interesting nor as useful as the earlier part of the book.

JESSIE J. KILE

*History of the Illinois Central railroad to 1870.* By Howard Gray Brownson, Ph.D., sometime fellow in economics, University of Illinois. [University of Illinois studies in the social sciences, vol. iv, nos. 3 and 4.] (Urbana: University of Illinois, 1915. 182 p. \$1.25)

One of the most promising tendencies in the study of history in the

American colleges is the devotion of more and more time to local topics, especially the history of those events or institutions whose influences are still with us. The Illinois Central railroad has played a leading part in the material and political, and perhaps the social, development of Illinois. Mr. Brownson has performed a work of permanent social and political value in thus historically acquainting the people of Illinois with their greatest railway. The Illinois Central is the first of the land-grant railroads and when the history of the railroads of the United States is written the author will find ready to hand an adequate history of this pioneer.

Mr. Brownson has divided his thesis into six chapters. The first, dealing with "Illinois in 1850," gives an economic review of the state; the second chapter deals with "The land grant and the charter." The state was confronted at the time with a peculiar situation. It had wasted considerable resources in attempting to carry out a system of internal improvements. There was a strong party demanding that the state also use this land grant itself in building a state road, but it was decided to turn the grant over to a private corporation, which successfully built the road. The third chapter describes the building of the charter lines; the fourth chapter deals with the "Development of the system;" the fifth chapter takes up the question of "Traffic, 1857-1870." This chapter forms an excellent economic history of the period. When the road was projected most of the produce was carried to New Orleans, hence it was intended to make the main terminal at Cairo. The road soon had to face about and prepare to carry its freight to Chicago. The last chapter deals with the "Finances and financing of the road." The subject, is then far more than merely local. The author has used the official reports and other contemporary sources. It is a very valuable and readable contribution.

LOGAN ESAREY

*The Jefferson-Lemen compact.* The relations of Thomas Jefferson and James Lemen in the exclusion of slavery from Illinois and the north-west territory with related documents, 1781-1818. A paper read before the Chicago historical society, February 16, 1915. By Willard C. MacNaul. (Chicago: University of Chicago press, 1915. 59 p. \$.27)

In this monograph Mr. MacNaul presents evidence for a new interpretation of the territorial history of the old northwest: to wit, that Thomas Jefferson in 1786 sent to the Illinois country James Lemen, a noted pioneer Baptist preacher, to oppose the introduction of slavery in the northwest; that in accord with this agreement James Lemen and Jefferson worked in concert to block the introduction of slavery into Indiana ter-